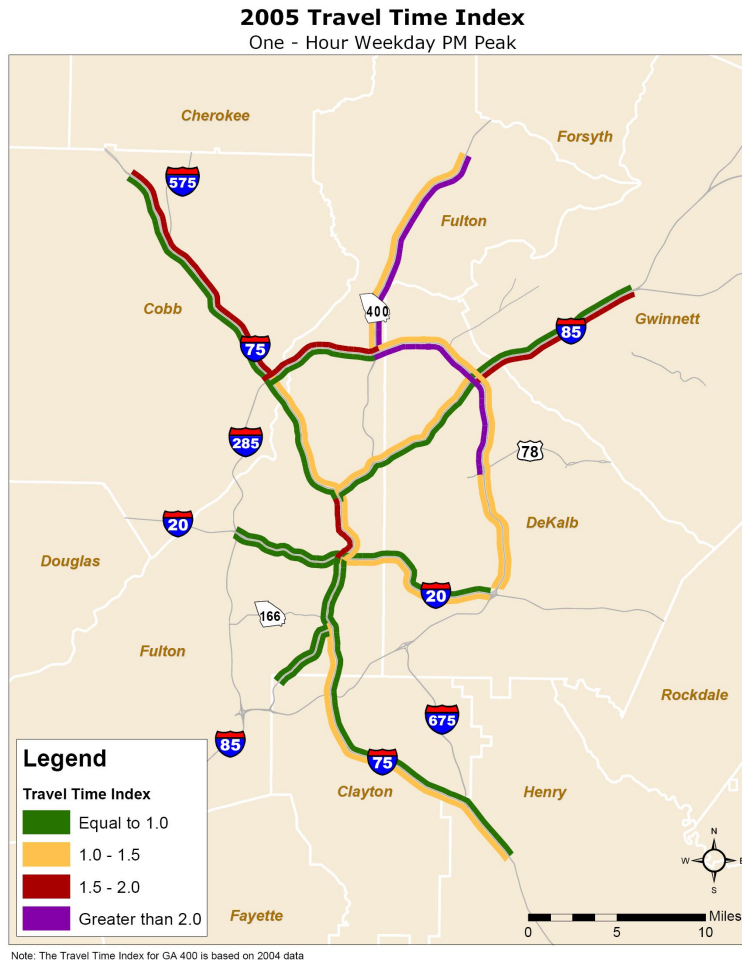




Commuting Made Easy!

Fast Forward

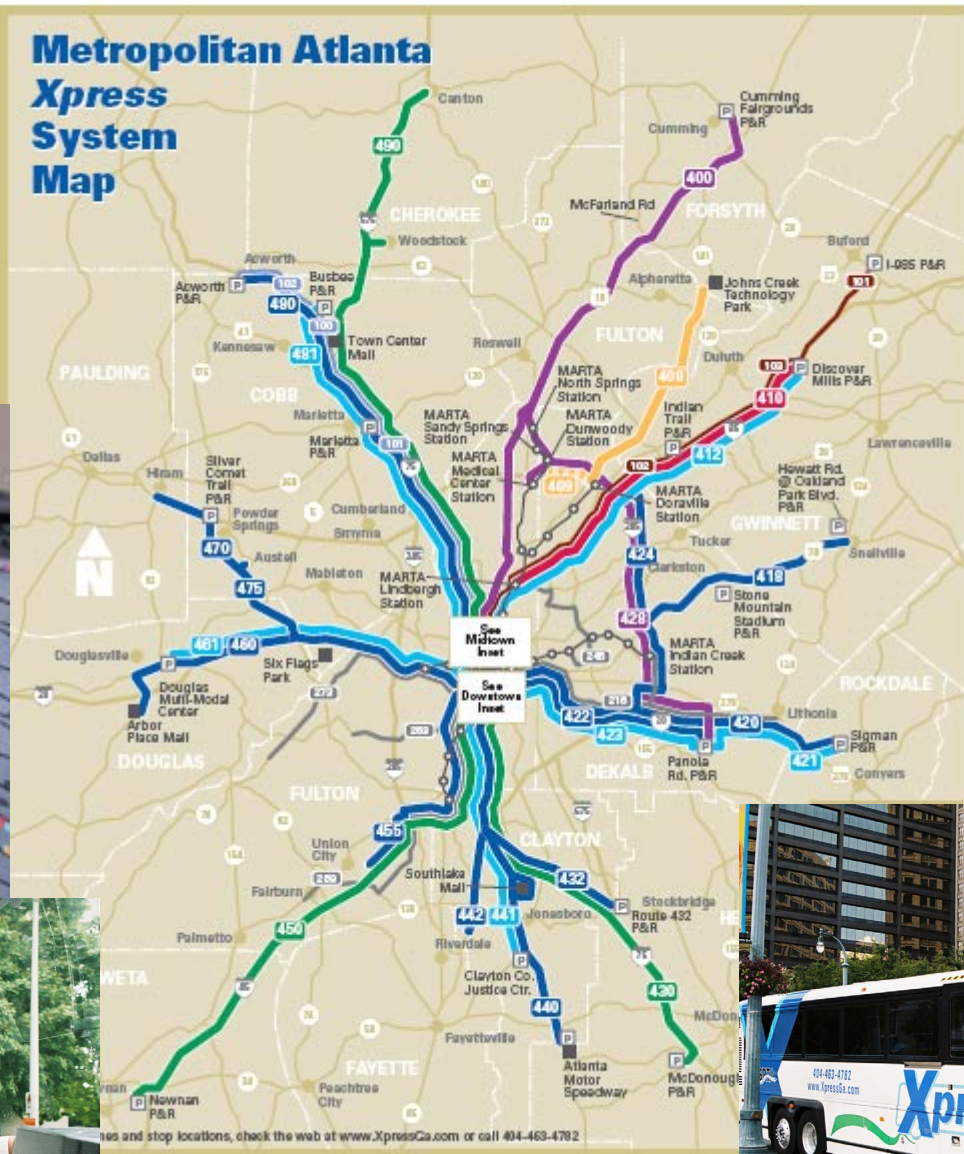
Transportation Management Strategies



- Incident Management
 - Traffic Cameras
 - HERO Program
- Ramp Meters
- Traffic Signal Timing
- HOV System Expansion
- ***Xpress***



Metropolitan Atlanta Xpress System Map

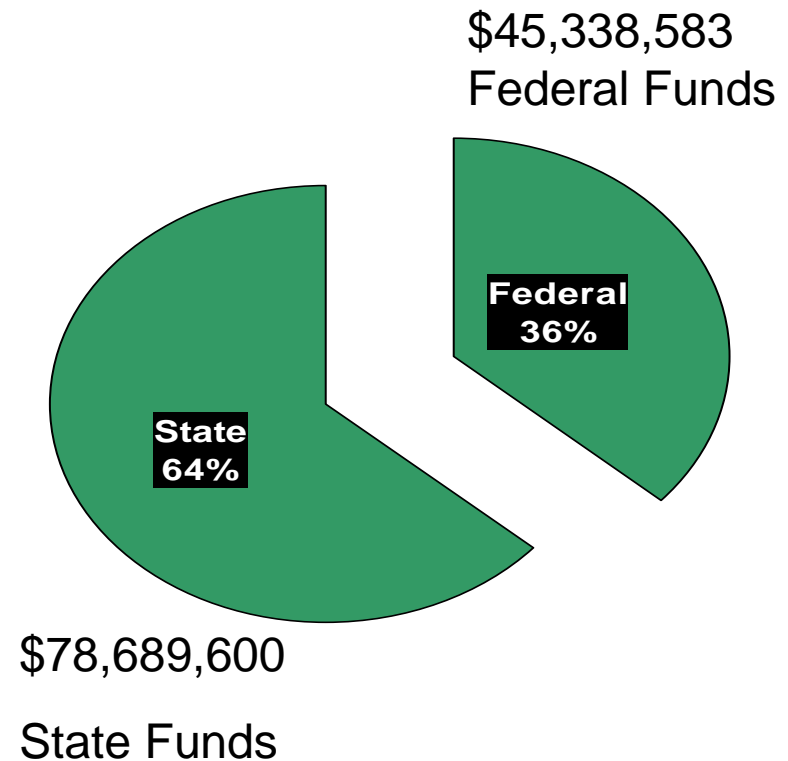


Commuting Made Easy!


Xpress Capital Budget

| | |
|---------------|---------|
| Coaches | \$ 57.0 |
| Park and Ride | \$ 62.2 |
| Fare Systems | \$ 4.7 |
| Total | \$124.0 |

In millions of dollars



Routes Implemented

|  New Routes | Total Routes |
|--|--------------|
| FY 2005 | 9 |
| FY 2006 | 15 |
| FY 2007 | 20 |
| FY 2008 (planned) | 27 |



Implementation

| DATE | ROUTES |
|---------------------|---|
| FY 2007 5 Routes | # 418 – Snellville to Downtown # 422 – Southeast DeKalb to Downtown # 428 – Southeast DeKalb to Perimeter # 475 – Mableton to Downtown # 490 – Canton to Downtown |



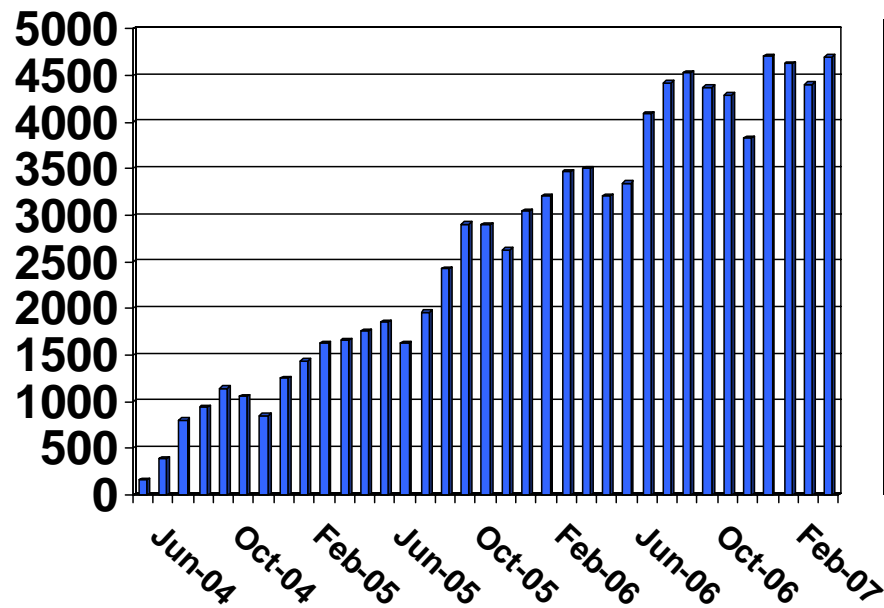
Implementation

| Fiscal Year | ROUTES |
|------------------|--|
| 2008 8 Routes | # 409 – Holcomb Bridge Road # 423 – Southeast DeKalb to Midtown # 424 – Tucker to Downtown # 432 – Stockbridge to Downtown # 442 – Riverdale to Downtown # 455 – South Fulton to Downtown # 477 – Powder Springs to Cumberland # 488 – W. Atlanta to Cumberland / Perimeter |




April 2007

Average Daily Riders



| Max Load | # Routes |
|------------------|----------|
| Standees | 5 |
| 75 - 100% Seated | 4 |
| 50 - 75% Seated | 7 |
| < 50% Seated | 2 |

Operating Results

| | |
|---|-------------------------------|
|  | June 2004 to December 2006 |
| County contributions | \$21,250,000 |
| Interest | \$1,647,662 |
| Net operating expenses | (\$1,907,769) |
| Ending balance | \$20,989,893 |



Customer Satisfaction Survey – June 2006

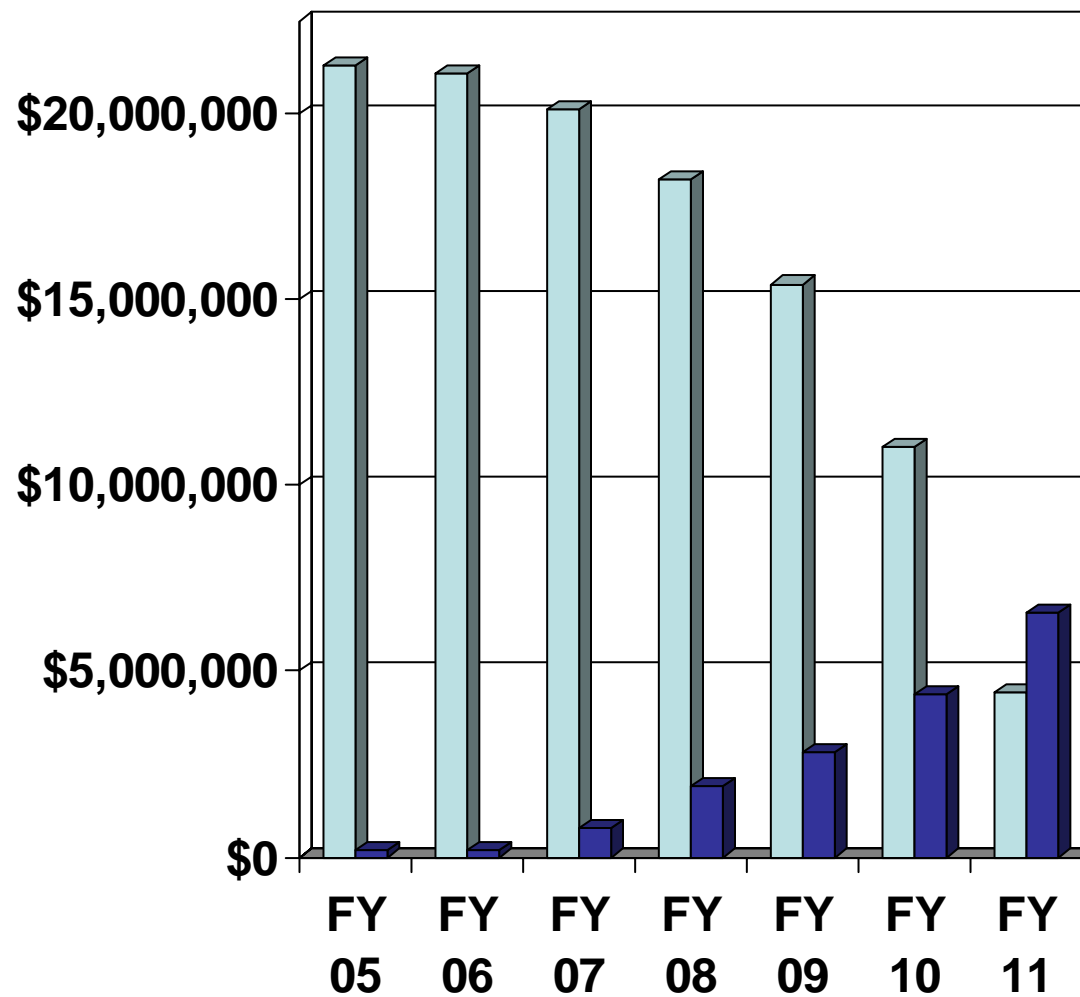
Major Findings

- **Rider Satisfaction** – 89% rate the service as either Excellent or Very Good.
- **Reasons for Riding:** “Cost” is the major factor for riding (45%) and “Avoiding traffic” comes in second (34%)
- ***Xpress* Helps Mobility:** Most *Xpress* riders have access to a car and if *Xpress* service were not available 7 in 10 would return to driving alone.



Average Passenger Trip Distance

| Transit Service | 2005 Average Trip Distance |
|-------------------------|----------------------------|
| Buckhead Shuttle | 2.1 |
| Chatham Area Transit | 3.2 |
| Athens Transit | 3.3 |
| MARTA Bus | 3.3 |
| Macon Transit | 4.6 |
| Columbus Transit | 4.6 |
| Augusta Transit | 5.2 |
| Clayton County Transit | 6.2 |
| MARTA Rail | 6.8 |
| Cobb Community Transit | 8.6 |
| Gwinnett County Transit | 21.1 |
| <i>Xpress</i> | 26.8 |



Future Funding For Xpress

County Fund Balance
County Funds Used





➤ **Xpress Phase II Expansion Plan**

- Services coordinated with GDOT HOV plans
- Add 137 coaches on 28 additional routes

➤ **Xpress Phase II Capital Plan (2009 – 2013)**

- Coaches \$12 - \$15 million per year
- Park and ride facilities \$25 million per year
- Fare and info systems \$ 1.5 million per year

➤ **Xpress Phase II Funding Sources (2009 – 2013)**

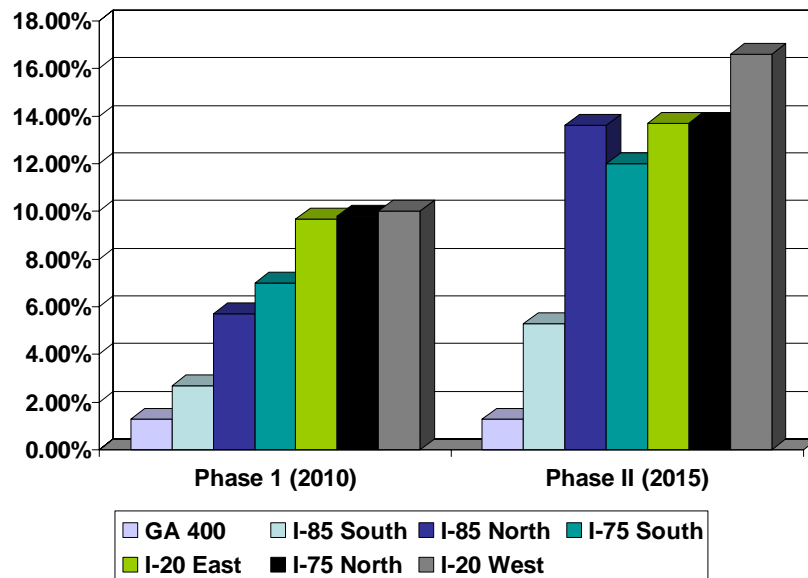
- Federal \$9.8 million per year
- Include in USDOT “Urban Partnership” proposal
- State GO Bonds



➤ **Five Points Bus Transfer Facility**

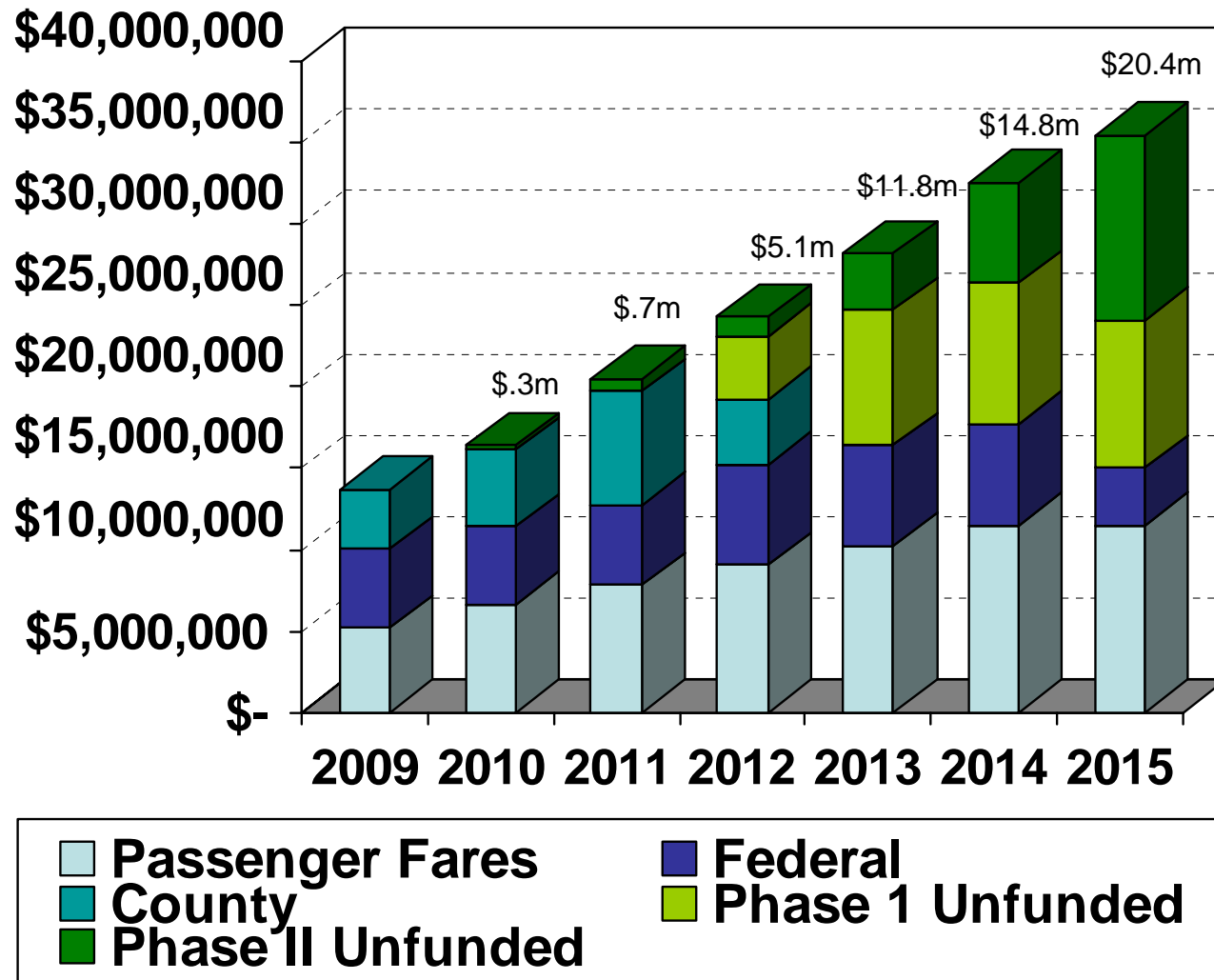
- Provide Off-street Bus Facilities for MARTA, Gwinnett, Cobb and *Xpress*
- Help the City of Atlanta Accept
 - ✓ *Expanded Xpress Service*
 - ✓ *I-75 BRT*
- Not Preclude Commuter Rail

Xpress “Choke Point” Market Share



- Interstate interchanges are regional “choke points”
- Max highway capacity = 2,000 vehicles per lane per hour
- Xpress increases peak hour passenger capacity of “choke points”
- By 2015 expanded Xpress provides the equivalent peak hour capacity of 2 ½ interstate lanes to Downtown and Midtown

Xpress Operating Support



Xpress Program Next Steps

- Review service plans with counties
- Develop joint plans for 5307 funds
- Negotiate GRTA / County Agreements
- Plan for Five Points Bus Improvements

Georgia Supports!



- The State is responsible for interstate highways while counties are responsible for local roads
- *Xpress* increases passenger capacity at key interstate choke points
- *Xpress* provides long distance multi-county regional trips
- *Xpress* serves a 20 county regional area with 50% of state's population
- *Xpress* services are cost effective and very popular with customers